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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT 1. Structure of the Ministry of Railroad Affairs as of 1 May 1953  
2. Notes on the Deutsche Reichsbahn

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THIS IS UNEVALUATED INFORMATION

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1. The so-called "Blue Express" (the Russian Military Train) did not cross into Poland via Frankfurt/Oder on 4, 5 and 6 July 1953. It had to be re-routed via Stettin because the tracks in Poland had allegedly been blown up in five places.
2. About 300 tanks were loaded on flat cars during the period 28 June to 10 July 1953, primarily in the areas of Magdeburg, Halle and Berlin. These tanks went in the direction of or passed through Frankfurt/Oder or Bad Schandau.
3. The railroad line from Templin to Prenzlau was to be finished by 15 May 1953. On 8 June 1953, it was ready for use as a one track line. There are four railroad stations on the route: Bahnhof Kreuzburg - one main line, two side tracks and four sidings; Bahnhof Naehrkrug - one main line, two side tracks and two sidings; and two other unidentified stations.
4. Waggonfabrik Quedlinburg will begin manufacturing "lined" flask cars (Topfwagen) in July 1953. These "lined" flask cars are also made in Weimar. They are used for transporting acids. Waggonfabrik Quedlinburg is administratively under the railroad repair shop (RAW) Halberstadt and employs 240 persons. The order to begin manufacturing lined flask cars was passed down from the Railroad Car Control Section and specified that 15 were to be constructed during July 1953. Up until now, Waggonfabrik Quedlinburg has been engaged exclusively in the repair of tank cars. 1/
5. The East German Reichsbahn was reorganized on 1 May 1953. The following organizational plan is now in effect:

Minister of Railroad Affairs (Eisenbahnwesen): Roman Chwalek

Directly under Chwalek are the sections for Planning Birkholz (fnu), Cadre (Karl Galle), Finance Hilscher (fnu) and Central Bookkeeping Thiede (fnu). Chwalek has four deputy ministers, each of whom is responsible for certain functions: 2/

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Erwin Kramer - Head of Operations, Transportation and Technical Servicing

Heinrich Lindemann - Head of Construction, Repair Shops and Investment

Robert Menzel - Representative of the Central Committee of the SED and Head of the Political Section

Richard Staimer - Head of the Security Organizations and of Administration

Under Kramer are:

Main Administration for Operations (~~Semper~~ (fnu) - to be replaced on 16 July 1953 by Ross (fnu) of RBD Berlin)

Main Administration for Passenger Transportation (Martin Lehmann, formerly deputy director)

Main Administration for Freight Traffic (~~Stern~~ (fnu) and his deputy Lailech (fnu))

Railroad Car Control Section (~~Lauterwald~~ (fnu), formerly head of the Tank Car Control Section)

Machine Servicing Section (Heinz Mueller, formerly personal assistant to Kramer)

Under Lindemann are:

Investment Section

Roadbed Construction Section (~~Kuehnemann~~ (fnu) - formerly deputy to Wunsch (fnu), who has been demoted to RBD Berlin as supervisor of the outer freight ring construction)

Overhead Construction Section

Railroad Repair Shops Section

Under Menzel is: ~

Political Section (~~Kurt Lademann~~)

Under Staimer:

Security Section (Rail) (Chef-Inspekteur ~~Kenold~~ (fnu))

Main Referat for Plant Security (~~Zimbehl~~ (fnu))

Job Planning Section

Organization Section (~~Dietrich~~ (fnu))

The Plant Security Police have been disbanded and are now attached to the Railroad Police.

1/ ~~Comment~~: Tank cars are also currently repaired in plants in Jena and in Niedersachswerfen near Nordhausen.

2/ ~~Comment~~: Reported also as state secretaries.